



THE COAST GUARD RESERVIST

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MCPO-CG Calhoun Retiring; Farewell Message to Reservists

As I prepare to end my Coast Guard career of some 29 years service, I have been asked to write an article for the "Coast Guard Reservist", an assignment I was glad to accept.

As we move forward into the mid-1970's, we see many changes in our Reserve programs. Augmentation, for one, is a great idea--a One Coast Guard concept. Augmentation of our Regular Coast Guard with members of the Coast Guard Reserve is long overdue, and is one of the best ways to accomplish our many missions.

We also see more and better training programs, more participation in the field of boating safety and readiness. On-the-job training that our reservists receive while working alongside members of the Regular Coast Guard contributes toward the performance of our Coast Guard functions in peacetime, but which equally prepares them for their wartime missions.

The augmentation concept has created a great lift in the morale of our various Reserve units around

the country. I have had the pleasure of visiting with many of our reservists throughout the United States, and some years ago while Officer-in-Charge, Recruiting Station, Columbia, S.C., actively worked with the Reserve units in Charleston, S.C., and Savannah, Ga. I personally hold the Coast Guard Reserve in high esteem.

Coast Guard reservists, like their brothers in the Regular Service, stand ready to serve their country. I think this is exemplified more than ever by the recent call-up of reservists in the Second Coast Guard District to perform emergency flood relief duties.

I, for one, like to think "One Coast Guard". When you are working alongside your shipmates as you recently did in the Second District, onboard CGC UNIMAK, or engaged in various readiness assignments, we are "One Coast Guard".

Goodbye, good luck, and may you enjoy fair winds and following seas.

Former Reserve Chief Sends Retirement Message to Reserve

Rear Admiral John D. MC CUBBIN, a former chief of the Office of Reserve, retired recently as Commander of the Eighth Coast Guard District, New Orleans.

At the time of his retirement, he sent the following message to all reservists:

"I trust that those of you remaining on active duty and those who come after us exercise every effort

to sustain and further the U. S. Coast Guard as a military organization and a member of the Armed Forces, dedicated to the precept of a strong America--one possessed of character and integrity at whatever may be the cost.

"Your strong support of and continuing efforts in this area are very much appreciated."

BOSTEAM 11: Regulars, Reserves Working as One

Coast Guard reservists from the Phoenix unit and selected reservists throughout the 11th District are actively engaged in augmenting the Boating Safety Team 11 on the Colorado River.

The Colorado River and lakes, especially the "Parker Strip", are one of the most active boating areas in the U. S. In prior years, before the CG Boating Safety Team became active in this area, numerous boaters and water skiers were killed in boating accidents, especially during the holiday weekends.

Over a recent holiday weekend, CG BOSTEAM 11 had 30 men on patrol, 15 of whom were reservists. The boats manned by the Regulars and reservists consisted of seven high speed "Spectras" powered by 450 H.P. high performance Chevy engines and six 17-foot inboard/outboards. The Spectra is ideal for this area, as most of the boating public is using high speed boats, and enforcement of boating safety laws had become difficult with the older boats used by the Team.

Although boating activity was at a high level over this particular holiday, no fatalities on the water occurred.

RADM Charles J. HANKS, USCGR, visited the area to observe first hand the job being done by the reservists. After spending 18 hours on the river, RADM HANKS said he was extremely impressed, not only by the outstanding job being done by the Coast Guard in boating safety, but also by the manner in which the Regulars and Reserve had been integrated into one Boating Safety Team.

Reservist Real-Life Fire Fighters Train Regulars in Advanced Methods

The threat of a fire is something most people seldom think about. It is a distinct possibility, however, and one which can occur at any time and place.

The fire fighters at the U. S. Coast Guard Yard in Curtis Bay, MD, are all members of the Regular Coast Guard. They seldom have a call for a fire, but when the next one does come, they will be better prepared to face it, thanks to some recent training administered by the Coast Guard Reserve.

Eight enlisted men, all members of Reserve Unit 05-82351, which drills at the Coast Guard Yard on weekends, are full-time professional fire fighters on the Baltimore City Fire Department. One member of this unit is Petty Officer First Class (FI1) Roland Quinn. Quinn, a lieutenant with the City department, recently spent two weeks on active duty at the Yard's fire house, where he passed the qualifications for Yard Fire Marshall.

During this time he discussed with the Yard's Fire Marshall the possibility of training the Yard's fire department crew in the advanced methods of the Baltimore City Fire Department. The fire marshall agreed to Quinn's idea, and plans for training were set in motion.

The Yard suggested that their men be trained with their own equipment and on their own fire pumper. As the training was to be held at the Baltimore City Fire Fighting School, this would leave the Yard without adequate fire fighting equipment. Quinn then requested and received the loan of a Baltimore City fire pumper to replace the Yard's pumper during the training period.

During the training session, the City pumper and the Yard's fire house were manned by Reservists from 82351. They were led by Petty Officer First Class (FI1) J. D. Henry, who, like Quinn, is qualified to stand in for the Yard's fire marshall.

Boston Reserve Units Sponsor First Pollution Control Training Program

The curriculum was divided into four sections: operations, prevention, investigation and administrative-PIO.

The operations section utilized the most modern methods of containment and cleanup. This included the use of skilled personnel who explained how to plot the direction, shape and speed of a spill so that a pollution control team can effectively limit the actual damage.

The prevention section covered determining all areas of possible spills, including all valves at piers.

The investigative unit served as an after-the-fact team to determine the identity of the pollution. They worked closely with the prevention section in locating the source of the discharge.

The administration-public information section was trained to handle the paper work and press releases connected with a spill.

Four Boston Reserve units, under the direction of the Training Coordinator, Boston, have instituted the

first specialized oil pollution control training program in the country, which concluded in May.

Preparation for the program was begun in the fall of 1972 by CDR Thomas O'HARA, TRACOR Boston. Coordination for the program was handled by LCDR John CALABRO.

PS3 Bob RAUCH, who developed the oil pollution program for the Coast Guard in Washington, D.C., during the summer of 1972, and who also wrote the text used for training, was the head instructor of the school.

The training curriculum was concluded with the students working to contain an actual pollution control situation. The mock oil-spill was simulated by using soybean oil, an organic and non-polluting substance. By applying techniques developed in the classroom and using actual equipment such as booms and skimmers, the students contained and removed the simulated spill.

Units whose personnel participated were ORTUPS 01-82008, -009, -010 and -035.

Scout Assistance Provides Reserve Retirement Points

Reservists now may earn points creditable to Reserve retirement through voluntary training or technical assistance with the Naval Sea Cadet Corps or Explorer Scouts of the Boy Scouts of America.

Commandant Notice 1001 of 16 May 1973 provides that effective 1 January 1973, Coast Guard reservists may be credited with retirement points for service in a training or technical assistance program for Sea Cadets or Explorer Scouts groups. No pay or allowances will normally be allowed in this cooperative program.

Reservists who wish to participate for points must receive orders from their unit commanding officer if in a drilling status, or from District Commander (r) if in a non-drill status. Participants must be in the Coast Guard uniform appropriate to the duty being performed.

SEE 'SCOUT ASSISTANCE', PAGE FOUR

ASP Participation Note

Headquarters has noted that in many cases officers assigned to the Active Status Pool are being informed that no participation is required by such assignment.

These officers are told that they are required only to answer correspondence, complete and return screening questionnaires, undergo a quadrennial physical examination and notify the Coast Guard of a change in address.

While it is true that participation is not required, a mistaken impression has been created that these officers are not authorized to participate actively in the Reserve program.

In light of this, all orders assigning officers to the Active Status Pool now include a statement that the officer may continue to complete correspondence courses and participate in a VTU or NROS unit if he desires, and he is encouraged to do so. Although no pay is authorized for these activities, it should be clear that retirement points may be earned and promotion opportunities enhanced.

Officers assigned to the Active Status Pool who desire to participate in the Reserve in a drill status are encouraged to contact their district office for additional information.

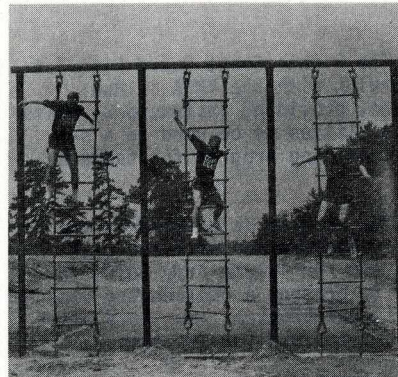
CGR Sweeps Seven Spots in CIOR

The Coast Guard Reserve has already set a new record for the 1973 CIOR competitions--even before they have started.

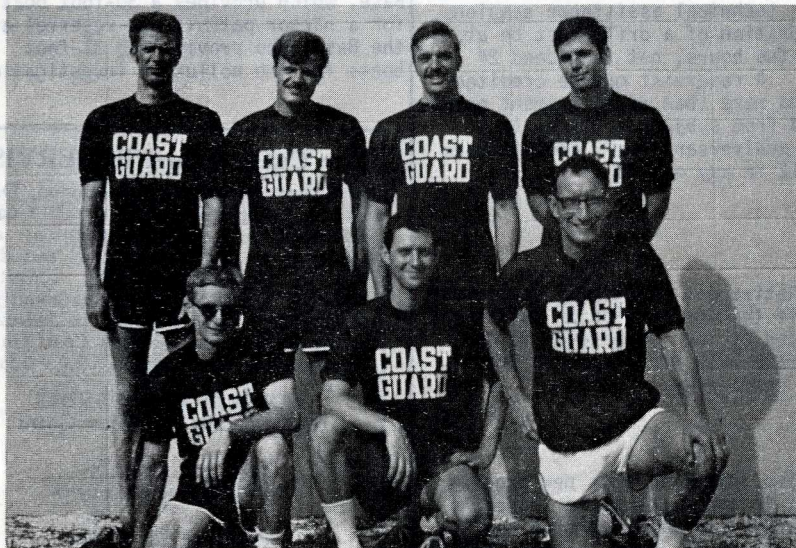
All seven Coast Guard Reserve officers who participated in the recent CIOR tryouts at Ft. George G. Meade, MD, have been selected to final U. S. teams. A total of 24 officers were selected from the various Reserve components, with the Coast Guard the only service to have all of its participants selected.

In addition to the seven CGR officers, five were selected from the Marine Corps, four from the Navy, four from the Army, one from the Air Force and three from the Army National Guard. The entire U.S. contingent will leave for Rome on 1 August 1973, with competition set for 8-10 August.

The CIOR competition, a type of military triathlon, is conducted each year between Reserve officers



OVER THE TOP--THREE MEMBERS OF THE U.S. COAST GUARD RESERVE TEAM DROP OVER AN OBSTACLE DURING TRYOUTS FOR THE U.S. TEAM AT FORT GEORGE G. MEADE, MD. ALL SEVEN USCGR PARTICIPANTS SUCCESSFULLY COMPETED TO MAKE THE AMERICAN TEAM.



THE TEAM: FRONT, FROM THE LEFT, ENS KRANITZ, ENS JAMIESON AND LCDR BROOKS; SECOND ROW, LTJG HARDING, LTJG NORMAN, LTJG RACICOT AND LTJG PALMER

from 12 of the NATO countries. The competition involves the firing of various weapons; an obstacle course and swim; and orienteering (land navigation with map and compass).

Those Coast Guard officers selected to represent the U.S. are: LCDR Leonard P. BROOKS, Portland, OR; LTJG Gregory L. PALMER, Auxiliary Affairs, HQ; LTJG William P. RACICOT, Reserve Training, HQ; LTJG Malvin E. HARDING and ENS Lawrence E. JAMIESON, Port Safety Station, Seattle, WA.; LTJG Norbert J. NORMAN, Reserve Programs, HQ; and ENS Anthony K. KRANITZ, Office of Boating Safety, HQ.

New Provisional Advancement Plan For Released Regulars

The Coast Guard Reserve now has a new provisional advancement program for recently released Regular petty officers.

Under this program, Regular service personnel in pay grades E-4 and E-5 who transfer to the Reserve and are released from active duty on or after 1 April 1973 will be offered provisional advancement to the next higher pay grade in the Reserve if they accept assignment in their current rating to the Selected Reserve in a drill pay status within 90 days of RELAD.

To be eligible, the applicant must meet the following criteria for advancement in the Reserve:

- have the required time in present pay grade at time of RELAD to qualify for advancement to the next higher pay grade as specified

in section 6-4-1 of the administrative manual for the Reserve, CG-296.

- have completed the appropriate correspondence course and end-of-course test for the next higher pay grade prior to release.

- have received sufficiently high performance marks to qualify for reenlistment (minimum average proficiency 3.3 and leadership 3.3).

Practical factors may be completed after assignment to a Selected Reserve unit.

Within 12 months of assignment to the Selected Reserve, the provisional petty officer must be recommended for and pass the Reserve-administered servicewide examination in the provisional pay grade to attain permanent petty officer sta-

tus. If the examination is not passed in the stated period of time, the reservist will be reverted to his former permanent pay grade.

This provisional advancement program should be brought to the attention of all regular petty officers in pay grades E-4 and E-5 who are expected to be released from active duty in the near future and who are not reenlisting on active duty.

Interested personnel should submit letter requests for assignment to a Selected Reserve unit under provisional advancement to Commander (r) of the district in which they plan to live.

Personnel in aviation ratings are eligible in the Seventh District only.

8th District Providing YMCA Survival Training Program

The Eighth Coast Guard District is working with the YMCA in New Orleans, providing instructors, boats and facilities to be used in a survival training program for teenage boys.

The program is offered by the YMCA in cooperation with the Coast Guard and the Tulane Army ROTC, in order to present a challenging and educational program for boys after they are too old for day camp.

Enthusiastic participants go through such rugged tasks as abandon ship drills and camping in the woods to learn various survival techniques.

Three two-week courses are being offered this summer, running from 18 June to 28 July. The Coast Guard portion, in marine survival, is the largest part of the course, taking six of the 14 days. The final eight days are divided between the Army's marshland survival course and the YMCA's urban survival course.

Marine survival includes instruction in boating safety, abandon ship drills, man overboard exercises, weather, first aid, marlinspike seamanship and life-saving equipment. Participants are taken on oil pollution investigation patrols, a tour of aids to navigation, and raft float trips for instruction in wilderness ecology.

During the first few days of marine survival instruction the YMCA inserts some physical fitness and judo exercises.

The main Coast Guard instructor is BMI Ray BOLLINGER, a reservist. He is present at the YMCA during all six days of the Coast Guard phase of the course and oversees it.

Scout Assistance

...FROM PAGE TWO

A point will be awarded for each drill performed under orders in training or technical assistance sessions. The duration of a drill must be at least two hours, not to exceed 24 hours. A reservist may be credited with no more than 24 retirement points earned from subject activity in a given anniversary year, and not more than 12 in any quarter.

Retirement points may be awarded only if the instruction or assistance provided by the reservist is commensurate with his grade and Coast Guard speciality.

The intent of this new program is not to award points to those who regularly work with Explorer and Sea Cadet groups as adult leaders, but to provide an additional source of training and assistance not presently available to these youth activities. At the same time, the Coast Guard Reserve will be brought to the attention of a large number of young people who constitute a large pool of potential members of the Reserve.

Participants in the program are 13 to 17 years of age, must be able to swim 100 yards, and have a doctor's clearance to participate.

Also involved in the program is a Regular corpsman, who teaches first aid; the Coast Guard Air Base, which supplies a helicopter during man overboard drills; the New Orleans Boating Safety Team, which supplies a boating safety instructor and two jet boats for lake exercises; the Coast Guard Base, which provides a 30-foot boat for a harbor patrol; and reserves at the Base, who provide two 31-foot boats for the pollution investigation.

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Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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